

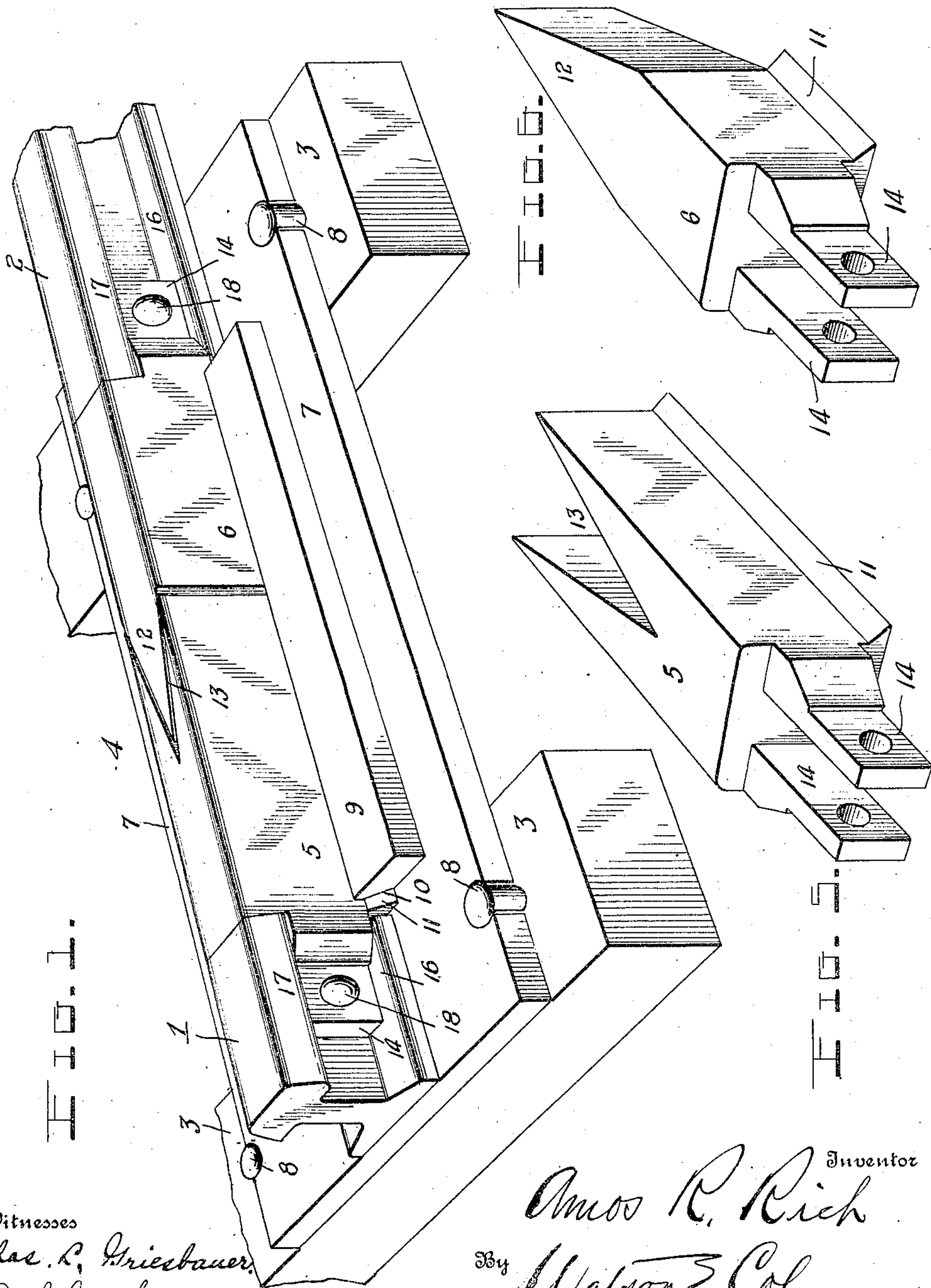
No. 875,735.

PATENTED JAN. 7. 1908.

A. R. RICH.
RAIL JOINT.

APPLICATION FILED JULY 5, 1907.

2 SHEETS—SHEET 1.



Witnesses

Chas. R. Griebauer.

D. L. Nash

Amos R. Rich

Inventor

By

Watson E. Coleman

Attorney

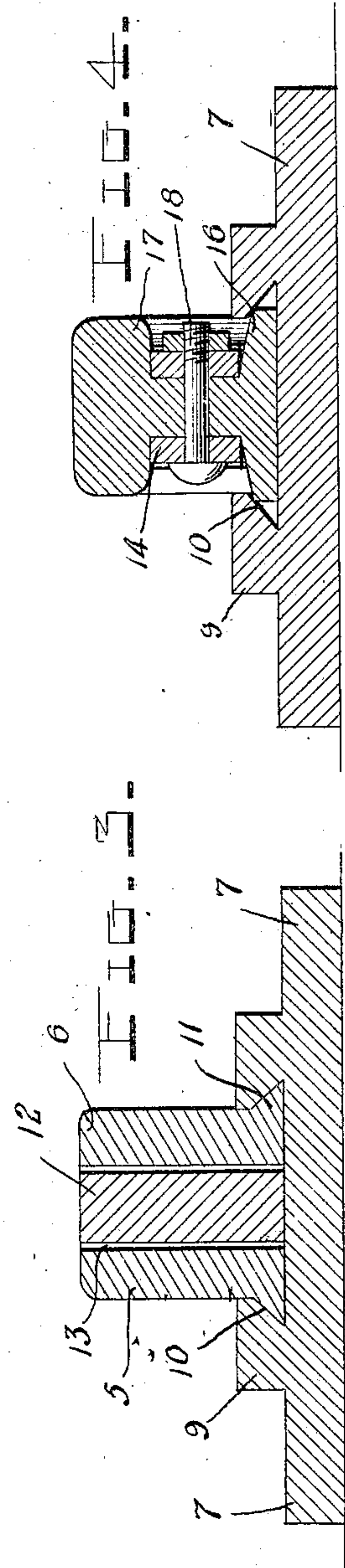
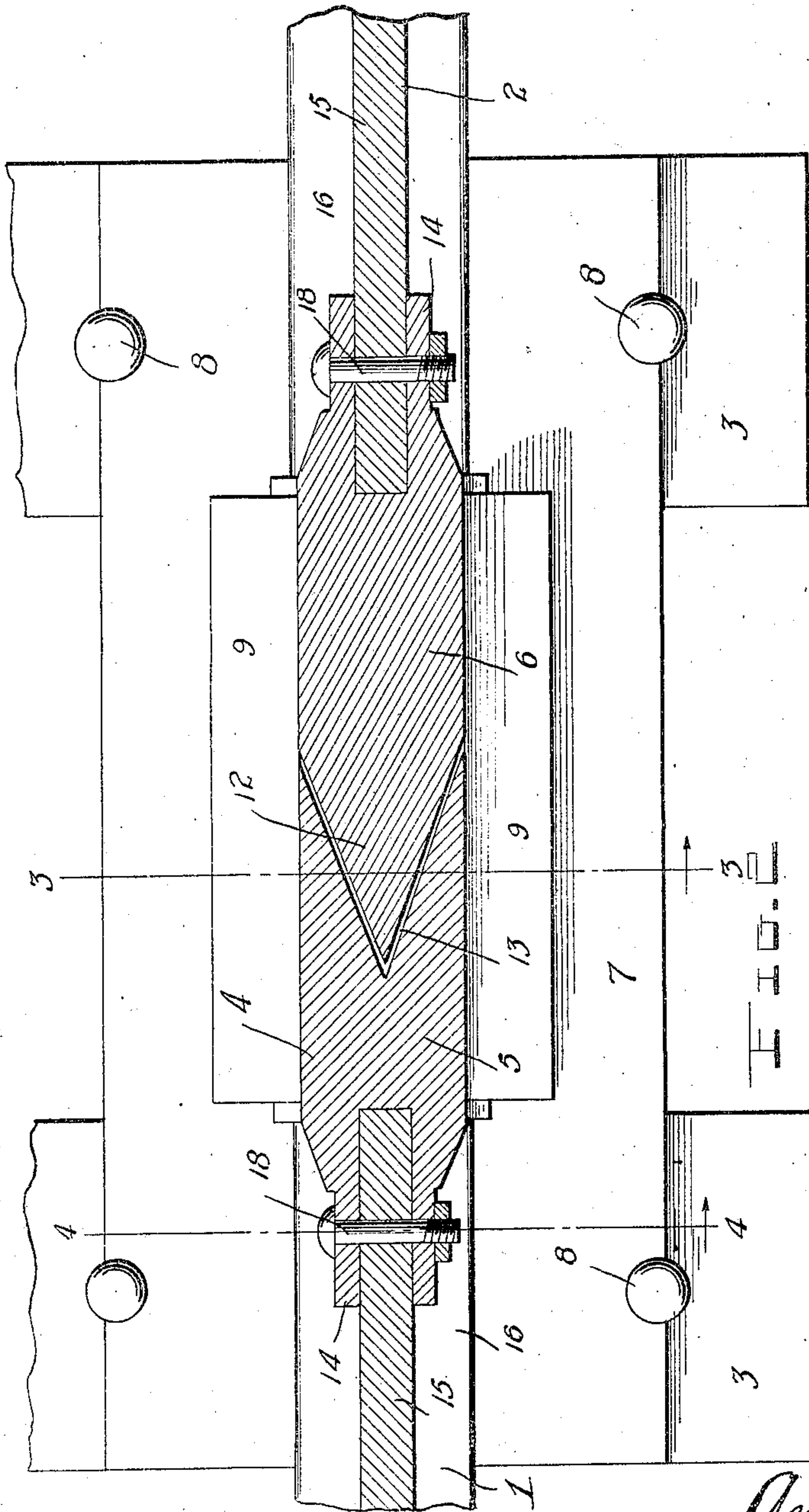
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UNITED STATES PATENT OFFICE.

AMOS R. RICH, OF EAST EDDINGTON, MAINE.

RAIL-JOINT.

No. 875,735.

Specification of Letters Patent.

Patented Jan. 7, 1908.

Application filed July 5, 1907. Serial No. 382,213.

To all whom it may concern:

Be it known that I, AMOS R. RICH, a citizen of the United States, residing at East Eddington, in the county of Penobscot and State of Maine, have invented certain new and useful Improvements in Rail-Joints, of which the following is a specification, reference being had to the accompanying drawings.

10 My invention relates to improvements in rail joints and it consists in the novel construction and the combination of parts hereinafter described and claimed.

The object of the invention is to provide a 15 rail joint which will be simple, strong, durable and comparatively inexpensive in construction and which will effectively hold the ends of two rails in perfect alinement and at the same time permit of the free expansion 20 and contraction of the same.

The above and other objects are attained in the preferred embodiment of my invention illustrated in the accompanying drawings, in which

25 Figure 1 is a perspective view of my improved rail joint; Fig. 2 is a horizontal section; Figs. 3 and 4 are vertical transverse sections taken respectively on the planes indicated by the lines 3, 3 and 4, 4 in Fig. 2; 30 and Figs. 5 and 6 are perspective views of the two joint sections or members.

In the drawings 1 and 2 denote ordinary track rails which are secured upon cross ties 3 and connected together by my improved 35 joint or connection 4. The latter comprises two joint sections or members 5, 6 and a base plate 7 which latter is adapted to rest upon the tops of two or more of the cross ties 3 and 40 to be secured thereto by spikes or other suitable fastenings as shown at 8. The ends of the track rails are adapted to rest upon the base plate 7 adjacent to its ends, and adjacent to its center are provided longitudinally 45 extending parallel cleats or ribs 9 which have their inner walls 10 under-cut or beveled downwardly and outwardly so as to receive beveled flanges 11 formed upon sides of the joint members 5, 6 at their bottoms. The 50 joint members 5, 6 are adapted to slide between the cleats 9 and to be retained thereby upon the base plate between the track rails, and they have a sliding interlocking connection with each other preferably formed

by beveling the opposite sides of the member 6 to form a tapered or V shaped inner end 12 55 and by forming in the inner end of the member 5 a similar shaped recess or opening 13 which is adapted to receive the end 12 of the member 6. This construction permits the two joint members to slide toward and from 60 each other as the track rails to which they are secured, expand and contract, and at the same time no gap or opening is formed in the track as is the case when two rails having squared ends abut. The joint members 5, 65 6 are rigidly connected to the adjacent ends of the track rails by forming upon their outer ends parallel longitudinally extending tongues 14 which are adapted to receive the web portion 15 of the track rails between them and 70 to snugly fit between the upper faces of the base flanges 16 and the under faces of the heads 17 of said track rails, as clearly shown in Fig. 4. One or more bolts or other suitable fastenings 18 are passed transversely 75 through aligned openings formed in the tongues or arms 14 and the web portions 15 of the track rails, as shown in Fig. 4. By constructing the joint members 5, 6 as above described it will be seen that they can be pro- 80 duced at a small cost and may be readily attached to track rails of ordinary construction.

From the foregoing description taken in connection with the drawings it is thought that the construction, operation and advan- 85 tages of the invention may be readily understood without a more extended explanation. Having thus described my invention what I claim is:

1. In a rail joint, the combination with 90 track rails, of a base plate, two slidably engaged joint members connected to the adjacent ends of the rails and means upon the base plate for retaining said joint members thereon, substantially as described. 95

2. In a rail joint, the combination with track rails, of a base plate, two slidably engaged joint members connected to the adjacent ends of the rails and guide devices upon said base plate to slidably receive said joint 100 members between them and to retain said members on the base plate, substantially as described.

3. In a rail joint, the combination with two track rails, of a base plate provided with 105 parallel cleats having under-cut inner walls,

two joint members slidably arranged between said cleats and having their inner ends overlapping and slidably engaged and their outer ends formed with tongues to receive
5 the track rails between them and fastenings passed through said tongues and said track rails, substantially as described.

In testimony whereof I hereunto affix my signature in the presence of two witnesses.

AMOS R. RICH.

Witnesses:

ARTHUR H. LEWIS,

HENRY A. JORDAN.